

exclusive service at Civita Vecchia, and the
church hierarchy from both pulpit and press
since the German Government in no man-
ner terms. What more likely than that Bis-
hop should insist on the removal of the ship

There is nothing short of a miracle could be accomplished by the French, should Bismarck mortally. If he had acknowledged defeat, or a decidedly military Captain, they would go to war with the Government. It is weak, their politics are too inconceivably divided, they too heavily in debt, and they are thoroughly persuaded that should Germany prevail in Bismarck would impose terms which would crush France permanently, that really responsibility which is attached to the Government is too overwhelming for them to judge, or in its judgment, besides, the election, of the horrors of the war of 1870-71 is much too vivid in the minds of the people to render them amenable to patriotism, as they have something more reliable to

can't help laughing when I think of it, but none a singular deprivation of Providence to the Legation here in France such as a *Principe* of the Orleans family, a noble, a prince—that the Orleans' Prince should have sent to Treblinka to acquire every imaginable quality of mind and body, every development of the human and the divine, intelligence, progress, and Christianity inculcate, and yet, that *ennuyé* figure of a French aristocrat, his hands and feet bound together, that he should be blindfolded, that France wants. It is wonderful to now grant an influence the brains of one of our countrymen, a Frenchman, to be stuck on the balance of brains in France at the centennial. Had Bismarck, or Molke, or even Frederic Schuler been born a Frenchman, they would have been the brains of France. There must be something radically wrong in the constitution of French society. England been called upon under a similar emergency, would have been the brains of France, in a more effective manner than the arch here done.

[illegible]

out and precipitate a crisis.
FRANCE.
The French Assembly will meet on the 12th.
Duc de Broglie is prepared to buy two very

great sale on the "Hague" was deemed to be a necessary step, and the Government interested to make MacMahon's seven years irretrievable. I do not think he will carry it. The first is simply a long Parliament, and undoubtedly voted by the Duc himself. The second is a bill to give the Emperor, when they are asked by MacMahon, they were stated that on the restoration becoming possible MacMahon would resign. I think there is no doubt that the Emperor would assume the control of his party at MacMahon. He is clearly a thorough ass. It may be remembered that when M. Emile was about to take possession of his seat, he was told by a friend that he had a tremendous bill of the court-levy which would be undertaken. M. Olivier very nearly rejected this notion, coming as it did from a man in the position of M. Guizot, at a moment when the plan was so utterly不可挽回. But the Orleanist statement chose this opportunity for giving vent to its acerbity against the Empire. The objection was that the bill was a "bill of the Emperor's man," and that M. Olivier proposed to M. Olivier that his man was not loving his man, and after writing a very elaborate reply, which he gave numerous instances of the Emperor's man, he was told that the bill was a different sense from that given to it by Guizot, he left the further vindication of the Duke sovereign to the Bonapartist press. The Emperor is proverbially sweet, especially when he is in the position of a man who is a man. A party journal discovered a year or two ago that during the reign of the Empire Guizot's son had accepted a present of 100,000 francs from Napoleon III., who, with his usual magnanimity, had offered him the sum to pay his debt. M. Guizot the elder, his son, terribly wounded in his former *propre* his resolution that he has *formally* offered him the sum of 100,000 francs. The Emperor naturally refused to accept the sum, and Guizot, who was prepared for this refusal, given instructions to his lawyer to bring an action against the heirs of Napoleon III., in order to recover the money. This extraordinary will come on towards the end of the year. It is perhaps the first time in the history of the world that a debtor saw his

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On the following morning it would have been a better course to pursue, and I should not have complained, and the defendant would not have been injured. Your lordship exercised a species of coercion upon the jury, telling one jurymen who was supposed to be hesitating that he should surrender his judgment to the majority.

The Lord Chief Justice: I cordially guarded myself from saying any such thing.

Dr. Kennedy: If the Court of Queen's Bench tells me that language, no matter how exaggerated or highly coloured, and all tending to the guilt of the defendant and his ultimate condemnation, is justified in a summing-up case, of course, I need not keep up the argument any longer.

Hongkong Hotel Company's Shares—\$60 per cent. discount.
Indo-Chinese Sugar Company—\$4 per share.
SALES ON JUNE 15TH, 1874.
As reported by Chinese.
Liquorice, 50 packages, at \$3.00, by Tse-shun to travelling trader.
Indo-China, 30 packages, at \$3.00, by Chaw-fong to travelling trader.
Black Pepper, 150 bags, at \$11.50, by Fook-maw-loo to travelling trader.
White Sugar, 100 bags, at \$5.63, by Yee-shan to travelling trader.
Dried Lard Flowers, 6 bags, at \$17.00, by Kwong-ving-shing to travelling trader.
Peelons, 100 bags, at \$12.00, by Ma-shing-hong to travelling trader.

to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects which they very few indeed of them are perfectly acquainted. To persons resident in England and interested in China it cannot but be of invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TAUBNER & Co.,
50, FLEET STREET, LONDON, E.C.
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Agents, *Advantage Fire Insurance Company,*
 No. 678, Hongkong, 28th August, 1869

NOTICE

THE QUEEN INSURANCE COMPANY.

THE FOLLOWING RATES will be charged in future
 for **SHORT PERIOD** Insurances, viz.—
 Not exceeding 10 days, do. do. do.
 Not exceeding 1 month, do. do.
 Above 1 month and not
 exceeding 3 months, do. do.
 Above 3 months and not
 exceeding 6 months, do. do.

EDWARD W. NORTON & Co.
Agents for the Queen Insurance Company,
 at 242, Hongkong, 23rd January, 1870

"QUEEN OF THE SOUTH"
To register, Captain James Adair, will
be here, and will have immediate despatch as
above.
For Freight, apply to
WILLIAM LAGSDORN & Co.
No 816 Hongkong, 25th May, 1874.

FOR NEW YORK.
"THE A 1 British Barque"
"KATE GARNIE"
Will lead at this end, and Whampoa for the above
ports, and will have quick despatch
For Freight, apply to
OLYFEANT & Co.
No 801 Hongkong, 22nd May, 1874.

The Paper has been Established for nearly
 twenty Years, and is, as to Editorial Manage-
 ment, under the Direction of a Well Educated
 Chinese Gentleman; gives reliable commercial
 general information, and has the same
 Relation with the Native Community as to Ad-
 vertisements and News as the English *Daily*
 Press with the Foreign Community. The
 charge for Advertisements will be as hereto-
 fore.
 Hongkong, 23rd February, 1874.

Mail for London arriving at Swaz from
 by Male for Europe will be forwarded to
 destination via Brindisi, it is hereby notified
 the rates of postage, which must be paid in
 advance, on correspondence addressed to the
 Kingdom, so forwarded, will be as fol-
 lowing:-
 Letters 34 cents per half ounce.
 Newspapers 5 " each.
 not exceeding 1 ounce 4 cents.
 Books and 2 " 12
 Patterns..... 2 " 12
 over additional 28 " 12
 F. W. MITCHELL,
 Postmaster General.
 General Post Office,
 Hongkong, 20th December, 1871.

[illegible]

71	120.00	10	120.00	10	120.00
72	120.00	11	120.00	11	120.00
73	120.00	12	120.00	12	120.00
74	120.00	13	120.00	13	120.00
75	120.00	14	120.00	14	120.00
76	120.00	15	120.00	15	120.00
77	120.00	16	120.00	16	120.00
78	120.00	17	120.00	17	120.00
79	120.00	18	120.00	18	120.00
80	120.00	19	120.00	19	120.00
81	120.00	20	120.00	20	120.00
82	120.00	21	120.00	21	120.00
83	120.00	22	120.00	22	120.00
84	120.00	23	120.00	23	120.00
85	120.00	24	120.00	24	120.00
86	120.00	25	120.00	25	120.00
87	120.00	26	120.00	26	120.00
88	120.00	27	120.00	27	120.00
89	120.00	28	120.00	28	120.00
90	120.00	29	120.00	29	120.00
91	120.00	30	120.00	30	120.00
92	120.00	31	120.00	31	120.00
93	120.00	32	120.00	32	120.00
94	120.00	33	120.00	33	120.00
95	120.00	34	120.00	34	120.00
96	120.00	35	120.00	35	120.00
97	120.00	36	120.00	36	120.00
98	120.00	37	120.00	37	120.00
99	120.00	38	120.00	38	120.00
100	120.00	39	120.00	39	120.00
101	120.00	40	120.00	40	120.00
102	120.00	41	120.00	41	120.00
103	120.00	42	120.00	42	120.00
104	120.00	43	120.00	43	120.00
105	120.00	44	120.00	44	120.00
106	120.00	45	120.00	45	120.00
107	120.00	46	120.00	46	120.00
108	120.00	47	120.00	47	120.00
109	120.00	48	120.00	48	120.00
110	120.00	49	120.00	49	120.00
111	120.00	50	120.00	50	120.00
112	120.00	51	120.00	51	120.00
113	120.00	52	120.00	52	120.00
114	120.00	53	120.00	53	120.00
115	120.00	54	120.00	54	120.00
116	120.00	55	120.00	55	120.00
117	120.00	56	120.00	56	120.00
118	120.00	57	120.00	57	120.00
119	120.00	58	120.00	58	120.00
120	120.00	59	120.00	59	120.00
121	120.00	60	120.00	60	120.00
122	120.00	61	120.00	61	120.00
123	120.00	62	120.00	62	120.00
124	120.00	63	120.00	63	120.00
125	120.00	64	120.00	64	120.00
126	120.00	65	120.00	65	120.00
127	120.00	66	120.00	66	120.00
128	120.00	67	120.00	67	120.00
129	120.00	68	120.00	68	120.00
130	120.00	69	120.00	69	120.00
131	120.00	70	12		

White, 1 & 3

[illegible]

100

SWATOW.

In port on 29th June, 1874.

Der. bk	386	Dircks & Kruger
Mar. bk	8	H. Harton
Brit. sch	204	Bradley & Co
Brit. sch	274	Bradley & Co

AMOY.

In port on 30th May, 1874.

Der. bg	208	H. A. Petersen & Co
Der. bg	186	H. A. Petersen & Co
Out. bk	263	Poesdag & Co
Der. sch	111	Poesdag & Co
Brit. bk	381	Chinnee
Der. bk	393	Poesdag & Co
Der. bk	270	Poesdag & Co

FOOSHOW.

In port on 4th June, 1874.

Der. bk	370	Siemssen & Co
Der. bk	311	Adamson, Ball & Co
Der. bk	276	Turner & Co
Der. bk	222	Master
Der. bk	317	Batterfield & Swire
Der. bk	329	Adamson, Ball & Co
Der. bg	275	Turner & Co

SHANGHAI.

In port on 6th June, 1874.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed in the Yang-tze are not included in this list.

Co.

rit. br	216	Morris, Lewis & Co
rit. sh	216	Nils Moller
rit. sh	338	Peasar & Co
rit. sh	501	Frizar & Co
rit. sh	345	Frizar & Co
rit. sh	315	Gilman & Co
rit. sh	415	J. S. Euron
rit. sh	372	Ang, Heard & Co
rit. sh	621	Order
rit. sh	849	Anderson, Bell & Co
rit. sh	236	Russell & Co
rit. sh	547	E. Schallhaus & Co
rit. sh	1064	Thorne, Brothers & Co
rit. sh	261	Morris, Lewis & Co
rit. sh	89	Ang, Heard & Co
rit. sh	247	Anderson, Bell & Co

YOKOHAMA.

In port on 26th May, 1874.

rit. sh	291	Captain
rit. sh	326	Chinese
rit. sh	180	Netherlands Trading Co
rit. sh	652	Smith, Baker & Co
rit. sh	358	M. M. Co
rit. sh	398	Van Oordt & Co
rit. sh	1590	M. M. Co
rit. sh	1164	European Government
rit. sh	2800	Hudson, Malcolm & Co

HIGO.

In port on 11th May, 1874.

rit. sh	760	Order
rit. sh	352	Order

MANILA.

In port on 25th May, 1874.

rit. sh	393	Smith, Bell & Co
rit. sh	702	Caulfield & Co
rit. sh	916	Ker & Co
rit. sh	1548	Peelo, Hubbard & Co
rit. sh	891	Peelo, Hubbard & Co
rit. sh	871	Russell & Sturgis
rit. sh	409	F. Reyes
rit. sh	548	F. Reyes
rit. sh	514	Russell & Sturgis
rit. sh	431	O. In Yana & Co
rit. sh	384	Macdon
rit. sh	433	Aguirre & Co
rit. sh	405	Canillo Hernandez
rit. sh	7043	Russell & Sturgis

By W. H. KYLE, Wyndham Street Hongkong.

PRODUCE

[illegible]

White, 1 & 8

00	30.60	" West Coast, Dk. Brown.
00	30.60	" Manila; Dry White,
50	30.60	" " "
10	4.95	CAMPBELL, pecked.
50	8.70	Brown, White.
30	8.70	" " "
25	9.00	" Black.
10	9.00	" " "
70	4.80	MURKINSON, Green.
25	5.10	" " "
25	5.10	" Out.
00	8.10	" " "
00	8.10	" " small.
00	8.10	" " dried in shade.
00	113.90	BRASS WAX, Japan.
19	8.35	" " "

Flag & Flag.	Tons	Consignees.
CANTON		
Japanese	cot.	
H.T.O.M.	c-g-h	
H.T.O.M.	c-g-h	
H.T.O.M.	c-g-h	
H.T.O.M.	c-g-h	
Gor. str.	820	A. MacG. Houston
H.T.O.M.	820	
H.T.O.M.	820	
MACAO.		
<i>In port on 6th June, 1874.</i>		
Pern. sh	1552	Pearce
Pern. sh	865	N. T. Amoroso
Pern. sh	981	Tufano
Pern. sh	1650	Tufano
Pern. sh	1650	Garcia y Garcia
Briz. str		A. Hard & Co., Agents

100

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rit. sh	433	Aguirre & Co
rit. sh	405	Canillo Hernandez
rit. sh	7043	Russell & Sturgis

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